Year	POH	NPOH	Total
1983-84	18·5	1·1	19 6
1984-85	18·1	0·58	18·68
1985-86	14·1	0·16	14·26

(b) No, Sir.

(c) Does not arise.

(d) Repair activities of the Rolling Stock on the Railways are being planned *On* a rationalised basis with a view to h^we •operational/cost effective viable units. A proposal is under consideration to close down Gondal Workshop, keeping in iew the present level of outturn of 14 four wheeler coaching units per month, available staff strength of 228 men and tte run down state of the workshop.

(e) Yes, Sir.

A statement giving salient features of the incentive scheme of payment by results >B attached. *{See* below)

(f) Gondal workshop is not considered more economical UKin Bbavnagar work shop. Junagadh workshop undertakes POH work of wagons. It is, therefore, not possible to compare Gondal and Junagadh Workshop*.

Statement

SAUENT FEATURE OF INCENTIVE SCHEME m RAILWAY WORKSHOP

The Incentive Scheme presently in vogue in the Railway Workshops is based on the system of payment by result. The Incentive Scheme covers not only the direct Production Staff but also the staff of service shops such 'as Min>vright shop, Tool Room etc. The staff of Production Control organisation is paid 15 per cent special pay in lieu of incentive bonus.

(2) The amount of incentive bonus earned ig calculated with reference to the' standard hourly rate.

(3) The ceiling limit oa profit earned is fixed at 50 per cent of time taken in respect Of eack iob)opertit»o«.

(4) The basic wages of all workers are guaranteed irrespective of their result of incentive bonus, but losses during any particular month are adjustable against the profits of the same month.

(5) Results of incentive working are determined ^n the basis of total quantity passed on the job cards by the Inspector concerned,

(6) Incentive performance for each job performed by workers is calculated on the basis of the time saved '(allowed time minus time taken) multiplied by standard hourly rate. The allowed timings are fixed based on a proper study by rate fixers for each operation|job.

(7) Allowance is made for idle time which may be booked due to various reasons while calculating the incentive performance. However, for idle time booked due to lack of work and lack of tools the Shop Chargeman|Mistry are debited a fi^ed percentage !and necessarjr educations are made from the profit! earned by the ChargemanAlinistry.

(8) While calculating allowed time various allowances like preparatorf time, fatigue allowance, contingency allo wance etc. are given and capability of earning 33 I|5 per cent of incentive bonui is inbuilt in the allowed time.

Spare diesel engines at Rattam

1227. SHRI RAMSINGHBHAI PATA-Lri'ABHAl RATHVAKOLI:

SHRI CHIMANBHAI MEHTA:

Will the Minister of TRANSPORT be pleased ta state:

(a) whether it is a fact thiat some Diesel eagtaof are lilsaly to be spared at

Ratlam On the Western Railway after the completion of electrification on railway route;

(b) if so, t'he number of diesel engines which are likely to be spared and from when;

(c) whether these "are likely to be utili sed in the Saurashtra region, if so, what are the details thereof; and

(d) if not, what are the reasons there-'for?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes,

(b) In the initial stages fifteen by the end of this year.

(c) and (d) Diesel locomotives are pooled on aH Indila basis. They are de ployed in various areas depending upon requirements and priorities. Additional diesel engines have already been allotted to Saurashtra region.

Regularisation of adboc employees in Ahmedabad and Baroda

' 1228. SHRI RAMSINGHBAI PATA-LIYABHAI RATHVAKOLI:

SHRI CHIMANBHAI MEHTA:

Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that some adhoc " employees worked on the reservation and • booking sides during the y«ar 1981-82, 1982-83 and 1984-85 at Ahmedabad in 'Summer-Ruslh' on Western Railways;

(b) if so, how m'any of them have been (i) regularised, (li) not-regularised till now and (iii) how many candidates have been screened and placed on the regular cadrg out of them;

(c) whether it is a fact that a number of similar candidates, who servej Baroda Division, have been regularised, if so, what tire the reasons therefor;

(d) whether any complaints have been ', received from the Memberg of Parliament and V.I.Ps in connection with non-regularisation of the services of some employees, who served at Ahmedabad Divssion; and

(e) if so, what are the details thereof 'and the action taken thereon?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) to le) Information is being collected and will be laid on the Table of Sabha.

Dismissal of Union Officials of Central Railway

1229. DR. BAPU KALDATE: Will the Minister of TRANSPORT be pleased to state:

(a) wViether it is a fact that a number of office bearers of the Rail Mazdoor Union of Central Railway, Branch Jabal-pur have been dimissed recently;

(b) if so, what are the details thereof; and

(c) whether the union concerned has represented to Government in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) to (c) The information is being collected from the Zonal Railway and will be laid on the Table of the Sabha. . ^

Sports colleges schools/hostels in the country

1230. SHRI S. W. DHABE:

SHRI GHULAM RASOOL MAT-TO:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state!

(a) what is the number of sports colleges, schools and hostels established in the country in pursuance of the Sixteen Point National Sports Policy announced in May, 1984; and